

Hongkong Daily Press.

GOLD MEDALS, PARIS 1878, 1889

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SIEMSEN & CO
Hongkong, 14th February, 1901.

That street is called a fifty-foot street, and under the existing law houses can be erected in that street to a height of seventy-five feet. Now the roadway in Queen's Road only measures thirty feet across, ten feet on each side being taken up by pathways which are covered over by verandahs. I ask any man of common-sense to contemplate the condition of this city when a street like Queen's Road, the width of which only measures thirty feet, verandahed on each side as it will be unless measures are taken to stop it. With houses seventy-five feet in height, I should like to know how much sunlight will ever reach the ground floors—perhaps even the second floors—of such houses. The object of sections 1 and 2 of my resolution (which I should like to make one, if the Board will permit me) is that Queen's Road, for the purpose of the first paragraph of section 1, should be regarded as a street of thirty feet, and not as a street of fifty feet. The result of this would be that the houses would be limited to a height of forty-five feet—just about the height of three-story buildings. I maintain such houses would be quite high enough for that street, seeing that, if there are verandahs on both sides to make them any higher would be an insupportable thing to do. Let me give one other example under the existing law. A lane which is one inch over fifteen feet in width can be verandahed on both sides by houses forty feet in height. This thing will go on, too, unless some one steps in and stops it. I again ask you, how much sunlight will penetrate to the houses in these lanes, when they rise to that height? Since this resolution was circulated to you I have amended sub-sections 3 and 4, the object being to further restrict verandahs and to give more ventilation and more air to domestic dwellings. This provision, if it came into force or law, would undoubtedly excite great opposition, and owners of properties would cry out for compensation. Now, sir, at that point I would like to say this: If a man, say in Queen's Road, has erected already a house fifty-five feet in height, and you step in and say—"For every house coming down you shall not erect another in its place of a greater height than forty-five feet," then I say, sir, in my opinion such a man would have an equitable claim for compensation, and he ought to get it. But if a man has a house not over forty-five feet high, you simply make a law to say—"When you erect other houses you shall not exceed forty-five feet." I cannot see that that man, either in law or equity, has any claim to compensation. I do not want to take from any man what is legally or justly his, but the view I take appears to me to be a common-sense way of looking at it. I shall only say this in addition to what I have already said in support of my resolution—I am perfectly convinced that this question limiting the height of buildings—limiting them further than the existing law demands, is one which must be tackled sooner or later. You cannot allow houses to be erected in this colony to the height to which they can be erected under the existing law. If you do, you are defying one of the first principles of sanitation. If you overcrowd the city it cannot and will not be healthy to the inhabitants, and they must suffer. Now, sir, I venture to predict that if the colonists in this colony do not arise to a sense of the situation and prevent the houses in Queen's Road and elsewhere from being built to those ridiculous heights, they will most assuredly regret it for the day is surely coming when all these houses will be raised to seventy-five feet in height, everyone of them. I say that before many years they will all be erected to that height. The colonists will then have to take them down, and they will find that it will be a question not of days, but of years, and that compensation will have to be paid for every house in Queen's Road from one end to the other. I have used the term colonists, and by that I mean every person living in the colony, whether official or unofficial. It is one of the wisest and most judicious not to legislate ahead of public opinion, and if that is true of any form of legislation, it is preeminently true of legislation in sanitary matters. No Government was ever willing to enact drastic sanitary legislation unless backed by a considerable share of public opinion. I say no Government is willing, and very few Governments attempt it, unless so backed. I speak from my knowledge of sanitary legislation, and that is why I use the word colonists. I appeal to all men who will sit down quietly and look five years ahead, not one year or two years, but five, ten, and a hundred years. This colony of Hongkong is not a new colony, but it is going to grow into a very important colony and become one of the biggest trading centres in the British Empire. It is our duty to see that the colony is not hampered in that growth with a millstone tied round its neck in the shape of an insanitary city built in defiance of all sanitary principles accepted in other parts of the world.

The President, in seconding Mr. May's motion, said the Vice-President had made a very able speech on the subject, and there was practically nothing to add to it. He only wished to make one remark—he had sometimes wondered why the Board allowed such recommendations to go forward from it. The latest proposal permitted houses to be erected to a height equal to one and a half times the width of the street, and, as the Vice-President said, that enabled the houses in Queen's Road to be built to a height of seventy-five feet. The only benefit that accrued from the recent legislation was in the case of narrow streets. Over in Kowloon practically every road was fifty feet in width; some were sixty and some even seventy-five feet in width. Under these circumstances the recommendation of the Board that houses should be restricted to one and a half times the width of the street had practically no effect. Under former legislation the height was seventy-five feet, and when it came to building to a height of seventy-five feet, owners of properties might as well be allowed to go an extra foot. The sooner the proposed restrictions were adopted the sooner would real progress be made in the direction of making Victoria a healthier city.

Mr. May said, in regard to the bill being hung up, that there was a change of Governors at the time, and it was hardly to be expected that the new Governor was going to take on a bill like that the first week of his arrival. Further, it was not fair to characterize the bill as mangled, they got what they asked for except in relation to the height of buildings.

After a short discussion as to whether or not the bill should be referred to the Committee, Mr. Clark remarked that it was only recently that London had passed by-laws restricting the height to the width of the street, and that many provincial towns, Liverpool excepted, allowed one or half times Mr. May's motion was put to the meeting and carried unanimously.

TORPEDO WORKSHOPS ON THE KOWLOON PENINSULA.
Correspondence was submitted relative to the sale of a portion of the Kowloon Peninsula for the erection of a new torpedo-workshop, etc. The correspondence had relation to the following letter, dated 2nd May, from Commodore Powell's Secretary, M. F. G. Motion, to the Colonial Secretary:—"I am desired by the Commodore to enquire whether there is any objection on the part of the Colonial authorities of selling to the Admiralty the ground marked 'Platoon' and 'Rocky Promontory' on the accompanying plan, and if there is no objection, what would be the approximate cost? The land is required for the purpose of establishing a torpedo-workshop, and as a measure for testing torpedoes, and as the water is found comparatively close to the shore off the promontory, it is not considered that a more suitable site can be found within the limits of the harbour."

The Director of Public Works was requested to report, which he did, to the effect that the area applied for was overlapped by the site of a segregation camp, and it was very probable that if the Admiralty were allowed to acquire a portion of the property they would object to the segregation camp being established in the vicinity. The pathway which formed the main road, communication between Kowloon and Tsing Wan and neighbouring villages crossed the area which the Admiralty desired to acquire. That route must be preserved in order to construct a good road at some future period, giving access to the villages referred to and to other portions of the New Territory. For these reasons the application would have to be modified, and it would also be desirable to ascertain what area must be reserved for the segregation camp. The President concluded his report by suggesting that the Sanitary Board be consulted.

The suggestion was adopted, and the matter submitted to the Board, with the following minutes from H. E. the Governor:—"It appears to me that a segregation camp in this position will involve large expense in necessary arrangements to confine segregated people to the camp."

The following minutes were appended:—"Mr. Osborne: 'I am under the impression that the whole peninsula was to be reserved for a segregation camp.'

Dr. Clark: 'The land should not be sold, as it is greatly needed by the Colonial Government.'

Hon. F. H. May: 'I regard the segregation camp as a very necessary work, not so much for quarantine purposes as to help us to deal with plague in its initial stages.'

The President moved that in the opinion of the Board it was inadvisable to part with any portion of this land.

Dr. Clark seconded, and the motion was unanimously carried.

RATS ON THE PARADE GROUND.
Correspondence relative to the finding of rats in the neighbourhood of the parade ground was laid on the table. It included the following letter from Major-General Gascoigne to H. E. the Governor:—"My attention has been called to a statement made in the *China Mail* of last evening (17th inst.) in which it is said that it is believed that a very large number of rats have been found in the New Parade Ground, etc., etc. This is in continuation, no doubt, of some utterances of Dr. Clark at a recent meeting of the Sanitary Board. As your Excellency is aware, I, at the time, did not quite endorse the views entertained by Dr. Clark, and requested that the matter might receive further attention. Owing to an accident, my manner to your Excellency was not brought up before the Board, and as time had elapsed I thought it best to let the matter drop. But now that the matter has again cropped up, I request your Excellency to bring the matter up for full investigation. It is not for a moment suggested that Dr. Clark has made his statement loosely or carelessly. What is contended by Major Williams (in charge of the Parade Ground), is that I, Dr. Clark, has been misinformed by his people as to the amount of rats found in the immediate neighbourhood. Major Williams' contention is that if rats in any number were found in the neighbourhood, he must have seen them, whereas with all the search possible made after his attention had been drawn to the matter, he has not seen them, neither have they been seen in any number in Murray Barracks. Only one dead rat has been found on the Parade Ground during the last eight months. Major Williams is himself living in a tent on the ground, and it would be impossible for rats in any number to be there without his seeing them. Our contention is that the people from whom Dr. Clark has received his information have not been brought before the Board, and therefore that attention should be drawn to this."

Dr. Clark was asked to report, and minutes as follows:—"The Inspector of the District reports that during the past two months over 2,200 dead rats have been found in the neighbourhood of the Parade Ground, and the cricket ground. This averages over 36 a day. Further comment is I think needless. These rats were collected within a radius of 200 yards of the Parade Ground, and if we count only those from the City Government Office, Murray Barracks, and Beaconsfield Arcade, they total 1,000 during the two months, or over 17 per day."

The President: "I propose that this letter be laid on the table, and that no action be taken in regard to it."

It was shown in tabular form that the return of rats purchased by the Sanitary Board during the week ended 22nd inst. was 2420. No. 3 Health District supplied 403, while the other districts yielded an average of 200 each, except Districts Nos. 10 and 11, which yielded 2,000 and 76 respectively. Previous to the 20th inst. there had been no rats from either of Districts Nos. 11 and 12. The other districts seem to have been furnishing a fair supply of rodents since the beginning of the year. The price of each rat purchased was increased from 2 cents to 3 cents on 24th January, and from that date up to 20th May there was a steady rise in purchases from 600 to 3,638 per week. On last June, the week's

figures were 4271, the following week saw an increase of 20, and the week ended 15th inst. the number reached 5900. The past week, ended 22nd inst., during which the plague epidemic has mitigated considerably, shows a substantial reduction of 811.

THE CLOSING OF A WELL.
The Board at its last meeting agreed to close and fill up a well at 14, Des Vaux Road Central, the water of which had been found to be unfit for potable purposes and liable to prove injurious to health.

A letter had since been received from Mr. R. C. Wilcox, on behalf of the owner of the premises, suggesting that in a colony where the supply of water is so uncertain, wells of the class alluded to should be closed, but not filled up, so that in case of fire in the dry weather they might become available for purposes of extinguishing fires. If this suggestion was agreed to, Mr. Wilcox was prepared, on behalf of the owner, to have the well covered over and locked, the key to be held by the principal resident in case of fire.

The following minutes were appended:—"Dr. Clark: 'If properly secured, there is no very great objection to the retention of the well for fire-extinguishing purposes.'

Lieut. Col. Hughes: 'If covered over and locked, I see no objection.'

Mr. Chan A. Fook: 'I applied some years ago for the same permission, and it was refused. I cannot see the justice of granting one and refusing the other. No distinction ought to be made with regard to wells, the water from which has been certified to be unfit for potable purposes. It should be closed up.'

The President: "I don't know what the feeling of members in regard to this matter is. The resolution of this Board was that the well should be closed, and I think that should be done."

This was agreed to.

A DISPUTE CONCERNING THE DRAINAGE OF HOUSES.
On the 17th inst., the Sanitary Board Surveyor Mr. W. Bryan, wrote to Messrs. Leigh and Orange re an application by them for a certificate of occupation for seventeen houses on Hongkong Island Lots 222 and 223, of which they are the architects, informing them that before a certificate could be issued, the lane behind must be channelled and all sewage water led to the Government sewer.

Messrs. Leigh and Orange replied:—"We wish to point out that this is the duty of the Government, and that having done his part under the conditions of sale and ordinance, we call upon you to grant the usual certificate or bring this letter before the next meeting of your Board."

The following minutes were appended:—"Mr. Bryan: 'The houses are unfit for human habitation until adequate drainage is provided, and a certificate cannot be granted so long as this remains incomplete.'

The President: "As Messrs. Leigh and Orange request that their letter be laid before the Board, this should be done. At the same time I do not see what action the Board can take in the matter."

Mr. Osborne: "If Messrs. Leigh and Orange's statement is correct, the certificate should be granted."

Dr. Bell: "Are Messrs. Leigh and Orange correct in their statement or not?"

Dr. Clark: "I take it that the whole question hangs on the conditions of sale, and the D.P.W. might inform the Board what these conditions are."

The President said that it was impossible to take any action in the matter until the lane had been properly surfaced and channelled, when the Board would issue the desired certificate.

PLAQUE PRECAUTIONS.
Under this heading Dr. Clark, in a paper submitted to the Board, suggested that a warning be inserted in both the European and Chinese Press, to the following effect:—

1. The public ceilings and wooden skirting-boards, and lath and plaster partitions afford great facilities for rat-runs, and the Sanitary Board strongly recommend that ceilings should, wherever possible, be dispossessed with in offices and dwellings on the lower levels, and the exposed beams lime-washed or painted.

2. Skirtings should be of cement and not of wood.

3. All rat-holes in walls or floors should at once be stopped up.

4. All gratings to drain-inlets should, wherever possible, be fastened, and broken ones replaced without delay.

5. No discarded food should be allowed to lie about in kitchens or yards.

6. All drains and drain-inlets, traps, etc., should be flushed daily with a bucket of clean water.

7. Coolie quarters should be regularly inspected and strict cleanliness enforced.

With regard to this last clause, (Dr. Clark) regret to say that the coolie quarters of many of the offices and dwellings on the lower levels are allowed to get in a most filthy condition, owing in part to a doubt to the fact that such quarters are often used in common by the servants of several firms. The maintenance of the cleanliness of such quarters is, both by law and by common-sense, the duty of the householder and not of the Sanitary Authority, and with plague epidemic in the colony, it is surely not unreasonable to ask that each firm should depute one of its assistants to make a daily or even weekly inspection of the coolie quarters attached to the office, and to institute a quarterly lime-washing of all such quarters, instead of waiting for the occurrence of a case of plague, or the finding of a dead rat, and then having a grand clear-out of the accumulated filth of weeks or months.

The following minutes were appended:—"The President: 'I agree with your recommendations except as regards No. 4. If you will alter the wording of it to 'should if possible be securely fastened,' that will meet my objection. The gratings must be removable in order to enable the trap to be cleaned out. It is a difficult matter to devise a fastening that cannot easily be tampered with, and at the same time not get out of order continually.'

Mr. Osborne: "I would also recommend the Board to arrange to supply private inspectors for European offices and dwellings. Many firms and people would gladly pay for a European to look after servants' quarters."

The President could not see how the Board could take action in the matter referred to in Mr. Osborne's minute. He proposed that what Dr. Clark recommended be done.

Mr. Osborne spoke briefly in support of the recommendation contained in his minute, but was not prepared to make a motion in the matter.

The President's proposal was agreed to.

WILD DELL CLOSED.
On the motion of Mr. May, seconded by Dr. Bell, it was agreed, on the report of Dr. Clark, that Wild Dell was unfit for human habitation, and the premises were declared closed until further notice.

BEACONSFIELD ARCADE.
Dr. Clark reported that the Arcade had been overhauled from roof to floor. In his opinion, if the building was not now fit for occupation, the only alternative would be to pull it down and rebuild it.

Mr. May moved and Lieut. Col. Hughes seconded that the premises be released.

The motion was carried.

MARRIED HOSPITAL AT KOWLOON.
Dr. CLARK: "It will be remembered that the Board at a recent meeting consented to the erection of two matchless at Kowloon Point by the Godown Company for the treatment of sick workmen. A number of petitions have come in protesting against it."

The President: "I propose that the Government be notified that the Board approves of the removal of these hospital matchless from Kowloon Point."

The proposal was agreed to.

MORTALITY STATISTICS FOR THE COLONY.
The mortality statistics for the colony for the weeks ended 8th and 15th June showed a death rate respectively of 45.2 and 44.4, as against 27.5 and 31.1 for the corresponding weeks of last year.

MORTALITY STATISTICS FOR MACAO.
The mortality return for Macao for the week ended 9th inst. shows 68 deaths, 17 of which were from plague. During the week ended 16th inst. there were 65 deaths, 28 being from plague.

HONGKONG COTTON SPINNING, WEAVING AND DYEING CO., LIMITED.

ANNUAL MEETING.
The fourth ordinary annual meeting of the shareholders in the above Company took place yesterday afternoon at the offices of the General Managers, Messrs. Jardine, Matheson & Co., with the Hon. J. J. Bell Irving in the chair. There were also present the Hon. C. P. Chater, C.M.G., Messrs. A. Haupt, K. McK. Ross, C.W. Dickson, A. Shaw, D. Gillies, A. Finke, Smyth, B. Byrnam, V. H. Deacon, Ho Fook, A. Brooke-Smith (secretary), and others.

The SECRETARY read the notice convening the meeting.

The CHAIRMAN then addressed the shareholders as follows:—

Gentlemen:—The report and statement of accounts covering the period from 16th August last to 31st May have been in your possession for some days, and with your permission I propose to treat them as read. The financial position of the Company during that period having become less satisfactory, mainly owing to the heavy charge for interest and the high price of raw cotton without a corresponding increase in the market value of yarn, the General Managers and Consulting Committee decided to close the Mill on 3rd April last, and to render to Shareholders a statement of accounts showing the actual state of affairs. As stated in the circular issued to Shareholders, the estimated debts with interest thereon due by the Company on the 30th inst. after allowing for the proceeds of yarn, which has all been sold, will amount to \$1,130,000. I propose to reserve my further remarks on the present position and future of the Company until the Extraordinary General Meeting of Shareholders, which will be held immediately after this meeting, but meanwhile if any shareholder desires more detailed information that is stated in the report, accounts and circular, I shall be pleased to give it.

No questions being asked, the CHAIRMAN moved that the report be adopted; this was seconded by Mr. GILLIES and carried *unanimously*.

Proposed by Mr. BYRNAME that the present Consulting Committee, to vit the Hon. J. J. Bell Irving, Hon. C. P. Chater, C. M. G., and Mr. A. Haupt, be re-elected. Mr. K. McK. Ross seconded. Carried *unanimously*.

Mr. SMYTH moved and Mr. YUEN HOP seconded that Mr. W. Hutton Forbes be re-elected auditor. Carried *unanimously*.

CHAIRMAN: Gentlemen, the Extraordinary Meeting of which you have received notice will take place at 4.30.

EXTRAORDINARY GENERAL MEETING.
At the above-stated time the SECRETARY of the Company read the notice convening the meeting and the resolutions, which will be found in our advertising columns on page 4.

The resolutions having been read, the CHAIRMAN addressed the shareholders as follows:—

Gentlemen:—This Extraordinary General Meeting has been called in order that the General Managers might have an opportunity of again putting before you the position of the Company, and of ascertaining from you what you consider would now be the best course to adopt in order to safeguard your own interests. The circular dated the 12th inst., which was posted to each shareholder, would fully acquaint you with the present position of the Company. You are aware that from a variety of causes the cost of building and equipping the Mill very much exceeded the estimate made when the Company was floated, but it is necessary you should understand that although the Capital was fixed at \$1,200,000, it was never contemplated that such a sum would be needed for the purposes mentioned. The idea which then prevailed was that the balance required for that and for working capital could be raised by debentures, which it was thought could be issued at a rate of interest below the prospective earning power of the Mill, and that thus there would be a distinct benefit to shareholders. It was further anticipated that 3,000 shares not then issued could be placed at not below par, and when the money was required, but unfortunately it has never been possible to realise either of these expectations, and the necessary funds to complete the Mill and to work it were provided by the General Managers, the amount thus advanced being at one time \$1,056,000. It was not to be expected that with unskilful operatives we should at the very commencement show profitable results, but unforeseen difficulties, such as the outbreak of plague (which was very severe last year in the neighbourhood of the Mill), with its attendant restrictions, considerably retarded their becoming efficient as many of them eventually were. It is, however, as I already stated at the ordinary meeting, to the abnormally high prices ruling for cotton during the greater period of our running without a corresponding advance in the price of yarn, due in a measure to the recent troubles in North China, together with interest on the large sum borrowed, that the position in which the Company now finds itself must be chiefly attributed. The General Managers and Consulting Committee recognised that after paying interest upon the heavy debt thus contracted there was no likelihood of being able to give in addition a satisfactory return upon a capital of \$200,000 out of the profit which in normal times might reasonably be expected, and decided it was unadvisable to continue working under existing conditions. The Mill was accordingly closed on the 3rd. As mentioned in the circular issued to shareholders, it is for you to decide what has now to be done. There are, it seems to me, only two courses open to you—liquidation, or reconstruction. Unless you force them to it, my firm do not wish to put the Company into liquidation, feeling that there is little or no likelihood of the property realising the sum they have already advanced, and that shareholders would in that event get nothing. The alternative of reconstruction is, however, only possible if you are prepared to reduce the face value of the present shares to \$10, fully paid up in exchange for the scrip which you now hold. If you are ready to do this, the General Managers are of opinion, from carefully prepared estimates based upon the experience of past working, that

under ordinary conditions the advantages of the change will allow of the Mill when in full work yielding a satisfactory return upon the proposed new capital of \$1,250,000, and holding this view are willing to accept for their remuneration a percentage of the profits made, instead of commission upon purchases and sales as allowed to them under the present Articles. Messrs. Jardine, Matheson & Co., who are still holders of the shares originally allotted to them, propose to take one half of the additional capital required, and offer to the public the other moiety, but in the event of that moiety not being subscribed, then they are prepared to increase their holding up to the total amount of the Company's indebtedness, which, it is estimated, will be approximately \$1,130,000 on 30th June. Apart from the relief from the present debt which would thus be afforded, there are further advantages attaching to the scheme which may not be so apparent to you. For instance, after taking the land owned by the Company measuring 392,000 square feet at its estimated market value, the capital being limited to 12½ lakhs would allow of machinery, which is of the very best description and practically as good as new, being written down from \$1,101,424.52 to \$555,000 or 50 per cent. of its present book-value and 50 per cent. being written off the book-value of buildings, thus permitting of a saving in fire insurance premium which has hitherto been a heavy item of expenditure, and also doing away with the necessity of making provision for depreciation of machinery and buildings for several years to come. The buildings could not now be erected at their original cost, owing to a heavy increase in the price of both labour and material. Furthermore, as you may possibly be aware, the land belonging to the Company is more than sufficient for our needs, having been acquired with a view to possible extension, and the surplus area measuring over 150,000 sq. feet may be sold when a favourable opportunity occurs, thus reducing the taxation on the property, and providing a proportion of our working capital. Such further sum as may be required for working capital will be advanced by the General Managers at current rate of interest. These remarks, which I think cover the whole ground, will give you some idea of the economies possible under the new scheme. It only occurs to me to add that now the yarns are becoming known they command higher prices on the market than these current for the best Indian spinnings. Before putting the resolutions of which you have had notice to the meeting, I invite your remarks on the situation, and any further information I can give is at your disposal.

There being no remarks and no questions asked, the CHAIRMAN proposed that the Resolutions be adopted.

The Hon. C. P. CHATER seconded the proposal, and it was *unanimously* carried.

The CHAIRMAN: Gentlemen—Another extraordinary general meeting will be held in a fortnight, and if those resolutions are then confirmed, work at the mill will shortly afterwards be started. I thank you, gentlemen, for your attention. The meeting is adjourned.

WEIHAIWEI.
[FROM OUR CORRESPONDENT.]

Weihaiwei, 21st June.

THE ADMIRAL'S CUP.
The sailing race for the Admiral's Cup took place here on the 18th inst. A triangular course was selected inside the bay, the boats sailing round the mark-buoys twice. The race, which was well entered for, produced an unusual amount of interest, as it was the last cup that the squadron will sail for under the regime of the present Commander-in-Chief, Sir E. Seymour, by whom the cup is presented.

A splendid breeze—not too strong—enabled all classes of boats to compete without any disadvantages, and to carry every stitch of sail that could be hoisted without any risk. Private rigs being allowed, most of the competitors adopted them, the larger boom boats of the *Centurion* and *Argonaut* resembling British revenue-cutters giving chase. The result of the race gave the *Isis* the cup, the *Centurion* taking second place, and the *Terrible's* pinnace being third. The latter boat, sailed by Commander Ogilvy, only used a service rig.

Another cup is being sailed for to-day by midshipmen of the fleet, each officer sailing the boat to which he is attached for duty. At the time of writing the race has not finished.

THE BRITISH FLEET.
A strong fleet is now assembled here. Both flagships are present, but on Monday next, the Rear-Admiral's and all other larger ships leave for Chefoo and other ports, probably returning here again after the transfer of command. The new Commander-in-Chief, Sir Cyprian Bridge, is expected on the 24th inst. from Japan in his flagship the *Glory*; the *Centurion*, with Sir E. Seymour, leaving for England on the 26th. Owing to the plague it is expected the *Centurion* will not call at Hongkong, but proceed to Singapore. An impressive farewell order from Sir E. Seymour was read out last Sunday after Church Service on board all ships of the fleet, in which the China Squadron was mentioned as being second in importance only to the Imperial Fleets on the various stations. Their efficiency, he stated, must be maintained to meet any duty the Squadron might unexpectedly be called upon to perform, as was the case last year. It goes without saying that Sir E. Seymour has found a warm spot in the hearts of both officers and men, who in this age, recognise and appreciate a good leader when they discover one—and such this distinguished Admiral has proved himself.

Some millionaires have quaint hobbies. Mr. C. D. Bone, the banker, has tried horse-racing, yachting, and foreign travel as distractions. During the last eighteen months he has endured terrible calamities, for he has lost two of his sons in the Boer war. It must be difficult to find distraction for such a blow as this, and yet Mr. Bone endeavours to find solace by making others happy in this world. Some time ago Mr. Bone bought a fine rural and ancient tennis court at a fine rural and ancient place in Berkshire. The outlay must have been great, to say nothing of the cost of a resident marker. Now Mr. Bone is having erected another fine tennis court at Newmarket, which is certain to be highly approved of by Mr. Bone's many friends. A gentleman who spends thousands on tennis courts, mainly for other people's delectation, is of the very highest type of sportsman. But the best yachtsmen and motorboat owners are of this type.

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H. PRICE & CO.,
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Hongkong, 15th May, 1901. [616]

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OR MONTHLY PAYMENTS.

ROBINSON PIANO CO., LD.
Hongkong, 20th May, 1901. [1232]

THE HONGKONG RIFLE ASSOCIATION.

MEMBERS are hereby notified that the Range is CLOSED at present, and will not be re-opened before end of this month.

ALEX. MACKENZIE,
Hon. Secretary.
Hongkong, 15th June, 1901. [91]

AMERICAN MACHINERY.

WE HAVE OPENED A MACHINERY DEPARTMENT, and are prepared to furnish Pumps, &c., on STEAM ENGINES, GAS AND OIL ENGINES, BOILERS, PUMPS, LATHES, DRILL PRESSES, PLANERS, PNEUMATIC TOOLS, WOOD WORKING MACHINERY, HOISTING MACHINERY, SAW MILLS, MACHINISTS' SMALL TOOLS, BUILDERS' HARDWARE, &c.

Made in America (U.S.A.)
Prices quoted L.O.B. New York, or c.i.f. Hongkong.

REUTER, BROCKELMANN & CO.,
Hongkong.
Hongkong, 3rd December, 1900 [125]

SIEN TING.

SURGEON DENTIST,
No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1891. [82]

A ON & CO.,
PHOTOGRAPHERS AND PORTRAIT PAINTERS.
All kinds of Oil Paintings and Photographic Enlargements.
30A, TOP FLOOR, QUEEN'S ROAD CENTRAL.
Opposite to Chas. J. Gaupp & Co.
Hongkong, 20th March, 1901. [797]

RUINART PERE & FILS, REIMS

Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the finest quality Extra Dry (Green Seal) LAUTE, WEGENER & CO., Sole Agents.
Hongkong, 17th May, 1895. [1271]

ON SALE.

THE POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA.

A LECTURE
BY ALEXANDER MICHIE.
PRICE 25 CENTS CASH.

On Sale at "HONGKONG DAILY PRESS" Office and Local Newsagents.
Hongkong, 20th April, 1901. [1072]

ENTERTAINMENT

HONGKONG VOLUNTEER CORPS.

By kind permission of Lieutenant-Colonel Sir J. W. Carrington, C.M.G., Commandant, Hongkong Volunteer Corps, a PROMENADE CONCERT will be held on the VOLUNTEER PARADE GROUND, on WEDNESDAY, July 3rd, at 9 P.M., in aid of the Corps Band Fund.

Admission 3d; Naval and Military in uniform half-price.

Tickets can be obtained at Headquarters, Kelly & Walsh's and Robinson's.

A Special Tram will leave 10 minutes after close of Concert.

G. G. FEITCHARD, Captain, R.G.A.,
Adjutant, Hongkong Volunteer Corps.
Hongkong, 21st June, 1901. [1555]

NEW ADVERTISEMENTS

PUBLIC AUCTION.

THE Undersigned have received instructions from the Base Commissariat Officer, to Sell by Public Auction, on MONDAY, the 1st July, 1901, at 11 A.M., at the Base Commissariat Depot, A QUANTITY OF STORES. [1610] Hongkong, 28th June, 1901.

THE HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG COTTON SPINNING, WEAVING AND DYING COMPANY, LIMITED, will be held at the OFFICE of the Undersigned, No. 4, Pender Street, Hongkong, on SATURDAY, the 13th day of JULY, 1901, at 12 o'clock Noon, when the subject Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 27th day of June, 1901, will be submitted for confirmation as Special Resolutions.

RESOLUTION.
1.—That the Capital of the Company be reduced from the sum of \$1,200,000 divided into 12,000 Shares of \$100 each to the sum of \$800,000 divided into 8,000 fully paid up Shares of \$100 each, and that such reduction be effected by cancelling 4,000 of the existing Shares which have not been issued and by cancelling capital which has been lost or is unrepresented by available assets to the extent of \$90 per Share upon each of the 8,000 fully paid up Shares which have been issued and are now outstanding.

2.—That as soon as reasonably may be after the confirmation by the Supreme Court of Hongkong of the reduction of the Company's Capital to the sum of \$800,000 divided into 8,000 fully paid up Shares of \$100 each the Capital of the Company shall be increased to the sum of \$1,250,000 by the creation of 116,000 new Shares of \$10 each to be paid in full on application, and that of such new Shares at least one moiety be reserved for the General Managers and the remainder be in the first instance offered to the Public, and that if the Public do not take up such remainder or do take up only a portion thereof then all such shares as shall not be taken up by the Public shall be offered to the General Managers, and that the General Managers be and they are hereby authorized to issue all such notices and documents, fix all such times and take all such steps as they may consider necessary to give effect to this resolution.

3.—That the definition of the words "The Company" "This Company" in Article 2 of the existing Articles of Association be cancelled and that in lieu thereof the words "The Company" "This Company" shall, unless such a meaning is excluded by the subject or context, mean "The Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited."

4.—That in paragraph 7 of Article XI of the existing Articles of Association the words "seven days' notice" be substituted for the words "fourteen days' notice."

5.—That paragraph 11 of Article XV of the existing Articles of Association and its marginal note be cancelled and that in lieu thereof the following paragraph and marginal note be substituted, namely:—

"11.—The General Managers shall Remuneration be paid or allowed to deduct by way of remuneration for conducting and transacting the business of the Company a commission of ten per centum on the net profits of every year, and also a sum not exceeding \$5,000 per annum to cover office expenses in carrying on the business of the Company."

6.—That when and so soon as all the before mentioned 116,000 new fully paid up Shares of \$10 each have been taken up and issued the figures and words "500 Shares" shall be substituted for the figures and words "100 Shares" in the third paragraph of Article XVII of the existing Articles of Association and in sub-paragraph (1) of the fourth paragraph of the same Article.

JARDINE, MATHESON & CO., General Managers. [1611] Hongkong, 28th June, 1901.

WANTED.

AT the PEAK, near TRAM STATION, a FURNISHED BUNGALOW or SMALL-SIZED HOUSE for a Bachelor, for 3 Months, from 1st July, 1901. Apply—

Care of Daily Press Office. Hongkong, 28th June, 1901. [1590]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.

THE Chartered Steamship

"TUNAN," Captain Blothen, will be despatched for the above ports TO-DAY, the 28th inst., at 10 A.M. For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers. Hongkong, 27th June, 1901. [1606]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"THALES," Captain Robinson, will be despatched for the above ports on SUNDAY, the 30th inst., at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers. Hongkong, 27th June, 1901. [1607]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO VICTORIA (B.C.) AND SEATTLE. Calling also at Tacoma and carrying Cargo on through Bills of Lading to New York and other points of the United States in conjunction with the GREAT NORTHERN RAILWAY CO.'S LINE.

THE Steamship

"KAISOW," 3,922 Tons, Commander G. A. Rodway, is due here on 6th July, and will have quick despatch. Consular Invoices must accompany all overland shipments.

For Rates of Freight and further Particulars, apply to JARDINE, MATHESON & CO., Agents. Hongkong, 27th June, 1901. [1609]

NEW ADVERTISEMENTS

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR," Captain J. G. Olfert, will be despatched for the above ports on WEDNESDAY, the 3rd July, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & CO., Agents. Hongkong, 27th June, 1901. [1598]

THE EAST ASIATIC COMPANY, LIMITED.

NOTICE TO SHIPPERS.

FOR SHANGHAI, PORT ARTHUR AND VLADIVOSTOK.

THE Company's Steamship

"SIAM," Captain Glahn, due here about WEDNESDAY, the 3rd July, a.m., will load here as above and will have quick despatch.

For Freight or Passage, apply to MELCHERS & CO., Agents. Hongkong, 27th June, 1901. [1608]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PELEUS" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 23rd inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. Goods undelivered after the 4th July will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 5th July.

No Fire Insurance has been effected. BUTTERFIELD & SWIRE, Agents. Hongkong, 27th June, 1901. [15]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed at and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 3rd July, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. RITCHIE, Superintendent. Hongkong, 27th June, 1901. [1]

PUBLIC COMPANIES

HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the TWELFTH ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the Company's Office, No. 4, Queen's Buildings, on SATURDAY, the 6th July prox., at 12.15 P.M., for the purpose of presenting the Report of the Directors together with a statement of Accounts for 30th April, 1901, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd inst. to the 5th prox., both days inclusive.

By Order of the Board of Directors. GIBB, LIVINGSTON & CO., Agents. Hongkong, 20th June, 1901. [1547]

THE WANCHAI WAREHOUSE AND STORAGE COMPANY, LIMITED.

AN INTERIM DIVIDEND at the Rate of Four per Cent. (One Dollar and Fifty Cents per Share) for the Six Months ending 30th June, 1901, will be PAID on application to the Registered Shareholders in the above Company, on MONDAY, the 8th July, 1901.

The TRANSFER BOOKS of the Company will be CLOSED from 1st to the 8th July, both days inclusive.

MEYER & CO., General Managers. Hongkong, 26th June, 1901. [1594]

THE CHINESE ENGINEERING AND MINING CO., LIMITED.

INCORPORATED 21st DECEMBER, 1900, WITH A CAPITAL OF £1,000,000 IN SHARES OF £1 EACH.

NOTICE IS HEREBY GIVEN that the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA is Authorised by the CHINESE ENGINEERING AND MINING COMPANY, LIMITED (herein called the New Company), to issue to the Holders of Shares in the CHINESE ENGINEERING AND MINING COMPANY (herein called the Old Company) provisional Certificates for the fully paid up Shares of £1 each in the capital of the New Company to which the Shareholders in the Old Company are entitled under an agreement dated the 30th July, 1900.

Shareholders in the Old Company are entitled to receive 25 fully paid up Shares of £1 each in the New Company for every Share of 100 Tientsin Tols in the Old Company, and they are requested to lodge their Certificates at the Office of the said Bank either in Shanghai, Hongkong or Tientsin during banking hours on, or as soon as possible after, the 3rd July next to enable the new Certificates to be made out.

The issue of Shares in the New Company will be made in Certificates of 5, 10, 25 and 100 Shares of £1 each, and Shareholders in the Old Company are requested to intimate on sending in their old Certificates the denominations required.

In the absence of instructions to the contrary Certificates will be made out for 25 Shares each.

The bearer of a Share Certificate in the Old Company will be regarded as the person entitled to the Share represented thereby.

Further information may be obtained from the said Bank, or from Messrs. DRUMMOND and WHITE-COOPEE of Shanghai, Legal Advisors to the Company.

Hongkong, 24th June, 1901. [1578]

AUCTION

PUBLIC AUCTION.

THE Undersigned have received instructions from the Acting Official Receiver to Sell by Public Auction, UNDER AN ORDER OF THE COURT, TO-MORROW (SATURDAY), the 29th inst., at 2.30 P.M., at No. 17, Des Voeux Road, above the Office of the P. & O. S. N. Co., SUNDRY OFFICE FURNITURE, comprising:—

TEAKWOOD DESKS, OFFICE CHAIRS, LETTER BOXES, STATIONERY CASES, COUNTERS, One LARGE COPYING PRESS and STAND, BOOK RACKS, &c., &c.

Also One REMINGTON and One HAMMOND'S TYPEWRITERS and One LARGE IRON SAFE, by Phillips & Sons, London.

And A Quantity of COMMERCIAL CODES. Terms:—As Usual.

The above are now on view. HUGHES & HOUGH, Government Auctioneers. Hongkong, 26th June, 1901. [1593]

TO LET.

POSSESSION APRIL 1st.

NO. 1, STEWART TERRACE.

Apply to—J. W. NOBLE. Hongkong, 6th March, 1901. [681]

TO LET.

IMMEDIATE POSSESSION, ONE LARGE GODOWN, No. 85, PRATA EAST.

Apply to—I. P. MADAR, Victoria Hotel. Hongkong, 8th June, 1901. [1450]

TO LET.

OFFICE ROOM.

Apply to—REUTER, BROCKELMANN & CO., Princes Building. Hongkong, 26th June, 1901. [1588]

TO LET.

NO. 2, QUEEN'S GARDENS, 6th 15th August, 1901, FURNISHED.

Apply to—S. J. DAVID & CO. Hongkong, 8th June, 1901. [1451]

TO LET.

A HOUSE in RYON TERRACE.

HOUSES at LEIGHTON HILL. "FAIRVIEW," Kowloon.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 2nd May, 1901. [56]

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD," 21, CAINE L'CAD. Hongkong, 20th September, 1900. [869]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mrs. MATHER, 2, Pender's Hill. Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY, "VERITAS," BEACH ROAD WEST, FELIXSTOWE, SUFFOLK, ENGLAND. Hongkong, 28th August, 1900. [173]

WANTED.

A WELL QUALIFIED CLERK, accustomed to Translating in Chinese; Good Salary will be paid to competent man.

Apply to—Y. Z., Care of Kelly & Walsh, Ltd. Hongkong, 25th June, 1901. [1583]

WANTED.

A EUROPEAN QUARTERMASTER to superintend the Cooks and the "Star" Ferry-boats. Must be strictly sober and accustomed to work with Chinese. Apply by letter only, with testimonials, to SECRETARY, "Star" Ferry Company, Ltd. Hongkong, 25th June, 1901. [1584]

WANTED—An OVERSEER.

Apply by Letter to—THE SECRETARY, THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD. Hongkong, 25th June, 1901. [1581]

WANTED.

IMMEDIATE POSSESSION of an EUROPEAN HOUSE at Kowloon.

Apply, Stating Rent, &c., to—33, Care of Office of this Paper. Hongkong, 22nd June, 1901. [1563]

GENTLEMAN in H. M. CIVIL SERVICE desires FURNISHED BEDROOM and BOARD from 1st July next. Communicate with—S.W.D., Care of Office of this Paper. Hongkong, 26th June, 1901. [1589]

AMERICAN SYSTEM

DENTISTRY

AT No. 39, QUEEN'S ROAD CENTRAL. CHADWICK KEV (LATE OF FOOTE & MOORE). Hongkong, 15th September, 1899. [1508]

A LING & CO.

FURNITURE STORE.

PLATED GLASS & CROCKERY WARE. Also FOCHOW LACQUERED WARE. FURNITURE on HIRE. 68, QUEEN'S ROAD CENTRAL. Hongkong, 1st May, 1901. [1146]

NOTICES OF FIRMS

NOTICE.

WE have Admitted Mr. WILLIAM JARDINE GLESSON a PARTNER in our Firm, and have Authorised Mr. WILLIAM ARTHUR CARMUTHERS CRUICKSHANK to Sign our name per PROCURATION.

JARDINE, MATHESON & CO. Hongkong, 24th June, 1901. [1572]

A. S. WATSON & CO., LIMITED.

DURING the Absence of Mr. A. H. MANCILL, the Company's Secretary, from the Colony, Mr. J. A. TARRANT is Authorised to Sign "For Secretary."

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 13th June, 1901. [1487]

NOTICE.

NOTICE IS HEREBY GIVEN that Mr. CHEANG YUT PO is Authorised to Sign our Firm per PROCURATION from this date during my Temporary Absence from the Colony.

C. W. BISMARCK, BISMARCK & CO. Hongkong, 27th June, 1901. [1604]

INSURANCES

"L'UNION"

FIRE INSURANCE COMPANY, LD. (Established 1823).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent. Hongkong, 1st August, 1900. [2794]

"L'URRAINE"

FIRE INSURANCE COMPANY, LD. (Established 1838.)

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO. Hongkong, 7th February, 1901. [439]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710.

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents. Hongkong, 16th May, 1892. [30]

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO. Hongkong, 2nd April, 1900. [83]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1899 £14,409,088.

I. AUTHORIZED CAPITAL.....£3,000,000 0 0

SUBSCRIBED CAPITAL.....2,750,000 0 0

PAID-UP CAPITAL.....887,500 0 0

II. FIRE FUNDS.....2,731,183 13 7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents. Hongkong, 22nd June, 1900. [1872]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents. Hongkong, 16th November, 1872. [28]

PHENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAFRAIK & CO., Agents for the Phoenix Fire Office. Hongkong, 17th August, 1887. [32]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851. CAPITAL.....£410,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO., Agents. Hongkong, 18th May, 1900. [1785]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO. Hongkong, 29th May, 1885. [81]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-CHATELAIN.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents. Hongkong, 21st April, 1887. [194]

PORTLAND CEMENT

J. B. WHITE & BROS

SOLE AGENTS FOR CHINA, HOLLAND, WISE & CO. Hongkong, 16th September, 1899. [1509]

BANKS

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

CAPITAL, FULLY PAID-UP.....\$1,000,000

RESERVE FUNDS.....125,000

Directors: J. S. VAN BUREN, Esq. C. EWENS, Esq. C. S. SHAW, Esq. W. SLADE, Esq. HO TUNG, Esq.

General Managers: Messrs. JOHN D. HUMPHREYS & SON.

BANKERS: THE HONGKONG AND SHANGHAI BANKING CORPORATION.

THE Company is prepared to act as Special Agents or Attorneys, Liquidators, Executors or Administrators, as Trustees, Receivers, House and Estate Agents for Residents or non-Residents, and, on Commission, to buy or sell Property, to advance money against Mortgage, to invest funds in Mortgage or otherwise, to buy or sell Shares or Local Stocks, and generally to act for those who may be temporarily or permanently absent from the Colony.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 1st February, 1901. [387]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....£1,500,000

SUBSCRIBED.....£1,125,000

PAID-UP.....£ 562,500

RESERVE FUND.....40,000

BANKERS: LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2½ per annum on the Daily balance.

On Fixed Deposits:—

For 12 months.....4½%

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BUILDERS

KANG ON.
Contractor: 30, D'Aguilar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged. Estimates given.

CHEMISTS, DRUGGISTS, &c.

THE PHARMACY.
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aera-
tized Waters, Dealers in Photographic
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Iloilo.

PHOTOGRAPHERS

A FONG.
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; 100 House Street.

MEE CHEUNG.
100 House Street, Top Floor. Permanent
Enlargements, Groups, Views, &c. Devel-
opment Works, Amateurs' Requisites.

M. MUMBY, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 5a, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 144, Des Vaux Road.

MORE & SEIMUND,
41 and 43, Des Vaux Road. Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipowners' Commission ("Grey",
"Round Brand" and "Blundell",
Spence & Co.'s Commission).

TAILORS

R. HAUGHTON & CO.,
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOR, "Los Filipinos,"
Importers of the Best Manila Cigars; 25,
Pottinger Street.

WATCHMAKERS

DROZ & CO.,
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

EYE-SIGHT.

MR. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES at
16, Queen's Road Central
(R. HAUGHTON & CO.)
(Nearly opposite the HONGKONG HOTEL).
Business Hours: 9 a.m. to 5 p.m.

A Great proportion of cataracts and diseases
affecting those advancing in life occur to
those having some deficiency in the construction
of the eyes—the many years of "Eye Strain"
ending in serious forms of disease. Glasses
specially adapted in youth to those requiring
them save and preserve the sight.
Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.
Mr. LAZARUS supplies his SPECTA-
CLES only after testing the sight.
ADVICE FREE.

DISTRIBUTION OF PROCEEDS OF
SALVAGE ex S.S. "HAINAN."

ALL those Companies and/or Firms,
interested in the Cargo of the S.S.
"HAINAN," are requested, if they have not
already been in communication with the under-
signed, to send in the amount of their share by
the above-named steamer to the undersigned on
or before FRIDAY, the 5th of July, 1901.
The undersigned will not acknowledge any
Claims sent in after that date.

SIEMSEN & CO.,
Agents.

UNION OF HAMBURG UNDER-
WRITERS.
Insurers of Hull and Machinery of
S.S. "HAINAN."
Hongkong, 21st June, 1901.

SCIENTIFIC MISCELLANY.

INKLESS PRINTING—INCANDESCENCE IN ACO-
LIGHTS—A TANK CAR FOR SHIPS—HOUSES
OF PAPER—WAYS IN SHOW—INFECTION
IN THE HINDERGARTEN—SEA-BUCKER—
NATIONAL HYSTERIA—A NOVEL REMEDY—
A NEW ADHESIVE—RECORDS IN TEETH.

Electro-chemical printing has been so far
developed that William Friese-Greene, of Lon-
don, claims to have printed 25,000 pamphlets
per hour on an ordinary press without the use
of inks. In this inventor's process, any paper
or textile fabric is impregnated or incorporated
with a photographic developer like amidol or
hydroquinone, and the passage of an electric
current gives an instantaneous reproduction
in black of any conducting surface, in contact
with the prepared paper or fabric. It is held
to be essential that the impregnating material
be an oxygen derivative of benzene that will
reduce a haloid salt of silver. In ordinary
printing, the type or plate is connected with
the negative pole of a direct-current source
of electricity, and the prepared paper fed upon
it passes in front of slightly moistened cloth
or blotting paper, behind which is the con-
ducting surface connected with the positive
pole. A direct current of 4 amperes at a
voltage of 100 has been found sufficient.

Light radiation, as a rule, increases with the
temperature. An attempt to improve the
electric arc has been made by Ewald Besch, of
Potdam, by producing it between the most
refractory oxides of the earth metals—
magnesium, thorium, zirconium, etc.—and he
has obtained a brilliant sun-white light with
about half the expenditure of energy per candle-
power of the ordinary arc-light. A difficulty
—as in the Nernst incandescent lamp—is that
the electrodes must be heated before they be-
come conducting.

For the ship-railway planned by James B.
Eads nearly twenty years ago, it was proposed
to have a wheeled cradle in which vessels should
be shored up for transportation across the
Isthmus of Panama. The new plan of A. B.
Anderson, a Brooklyn engineer, substitutes an
immense wheeled tank in which vessels could
be hauled overland while resting in water.

Try honey instead of secret nostrums, is the
advice of Sir J. Sawyer. This is not only a
nutritious food, but an efficient soothing and
softening agent and emollient.

The first of a number of paper buildings
erected by Prof. A. W. Bickerton near
Christchurch, New Zealand, has been standing
five years, and the builder believes it will last
half a century, or as long as the best wooden
houses. The cost is less than a fifth of that of
the cheapest wooden buildings. A wooden
lattice framework is first erected, and on this
are stretched long rolls of thick brown paper,
which is first tarred on both sides, and after-
wards sprinkled with sand. For the walls the
paper is simply nailed to the framework, wire
netting being necessary to support the paper of
the roof. The outside is tarred and sandaled,
and the interior is painted in some light shade.
An air space of four inches between the
hardened inner and outer walls ensures re-
markable warmth. The steepest gales of the
plains are withstood, and the paper houses have
even remained tight and dry when wooden
houses have let in water. The secret of success
with these unique structures rests in the
correct treatment of the paper, which can
only be achieved with care in summer.

A tour over Canada in quest of snow waves
has been made by a British physicist, who has
succeeded in photographing and measuring
good examples on frozen rivers and lakes and
on the open prairie. Trains of as many as 100
successive ridges sometimes occur, and their
movement is sufficiently rapid to be visible.
True ripples, similar to sand ripples, are formed
also under certain conditions. The steeper face
of both ripples and waves is on the lee side, but
in moist snow the wind forms ridges whose
steeper side is the windward.

Experiments have proven that in the ordinary
modelling clay used by school children the
bacillus of typhoid may survive 32 days; that
of diphtheria, 18 days, or more; and that of
tuberculosis, at least 18 days. The only
effective means of sterilising the clay was found
to be the use of superheated steam under a
pressure of 15 to 20 pounds for 45 minutes.

At Prussian blast furnaces a mixture of one
part of granulated slag with eight parts of slag
cement is being compressed into bricks weighing
7½ pounds, which can be cut into any desired
shape when newly made, and are suitable for
building purposes after two or three months of
hardening in the air.

That nations have their diseases—seasons of
fever, anemia, and other derangement—has been
already recognised, and a striking instance is
now being studied by Dr. J. Matignon. This
learned French physician regards the uprising
of the Boxers in China as a remarkable massing
of hysterical patients. An investigation just
begun at the time of the troubles in Peking has
given him an impression that nervous disease
is exceedingly common among the Chinese,
notwithstanding their apparent calm, and he
finds reason for believing that suggestion and
hysteria have been leading factors in giving
control to the unprincipled leaders of the Boxer
movement. The more simple-minded the people
the greater has been the effect of the mystical
doctrines taught.

A form of Cartesian diver is used by Mr.
K. T. Flecher in a barometer for aeronauts.
The float is a glass tube and bulb containing
mercury, water, and air, and this swims in a
brass cylinder of distilled water. An enclosing
vessel of ice preserves a constant temperature.
The position of the float depends upon the

volume of the air it holds, and this varies with
the atmospheric pressure acting on the water in
the brass cylinder.

Viscin is proposed by Prof. Reihl, of Leipzig,
as an adhesive agent for medicinal purposes.
This material, consisting of several little-
known substances, is yielded in considerable
quantity by the berries and the bark of the
white mistletoe, and its cost is about a tenth of
that of rubber. Solutions in benzene produce
no irritation when applied to the skin in
medicinal mixtures.

A curious clue to the food of prehistoric man
of 40 or 50 centuries ago was lately found by Mr.
Charles White, M.R.C.S. Scrapping the thick
coating of tartar from the teeth of an old skull,
he made a rough analysis, thus bringing to
light fragments of corn, fish, fruit and wool,
besides some sandy particles; and some un-
identified round red bodies.

An experiment 50 years ago showed M.
Dauvergne, a mining expert at Strasbourg, that
the gold in the sands of the Rhine between
Basle and Wissemburg might have a value
of \$30,000,000 to \$35,000,000. The Germans
are now wondering why somebody doesn't
gather it in this wealth.

THE COST OF WAR.

From the day when Achilles fasted three
days and nights over the body of Patroclus
 slain in the ten years' siege before the stout
wall of Troy, have we learned of war's sorrow.
The Duke of Wellington wept like a child
when he surveyed the bloody, hard-won field of
Waterloo. Methuen, it is said, broke down at
the ghastly sight of Magersfontein, and returned
to his tent that the men might not witness his
grief.

"Who dead is must be buried," says Homer,
and we might add, "who ill is must die."
So thought Private John Smith, living now at
19, South Uxbridge Street, Burton-on-Trent.
The Army's standard rule to the Cape on
December 27th, 1899, with this soldier about
her (that was before the steamed back with the
gallant C.I.V.'s) and in telling me of his trials,
on August 29th, 1900, Private Smith says that
that part of his duty was pleasant enough.
"Shortly after Earl Roberts' famous march
into Kransdorp, we were stationed between that
town and Jacobsdal to guard the line of com-
munication. Towards the end of April, I was
laid low with that fell disease enteric fever.
There were hundreds of men down with it.
It has laid low more men than all the shot and
shell that was ever fired by Boer Artillery. For
several weeks I was in the fever hospital. My
stomach was converted into a manufactory of
torturing pains, and I grew as weak and help-
less as a newborn babe.

"I was for days unconscious, but gradually
recovered sufficiently to be invalided home."
Yet the suffering of Private Smith was not
over. "I went aboard the Hospital Ship *Winch*
in June," he says, "and shortly afterwards
sailed for home. During my short stay in
South Africa, I lost over 20 lbs. in weight.
Nothing that I took relieved the constant vomit-
ing, or increased my strength."
"After," he says, "I had been home a few
days, my brother, who is an oculist, over on
the Midland Railway—not of an armoured
train—advised me to try Mother Seigel's Syrup.
I got a bottle. I found it was doing me good.
The vomiting ceased, and I was able to enjoy
all kinds of food. My appetite is now enormous."
"Altogether I have taken four bottles of
Mother Seigel's Syrup, and gladly give you
permission to use and publish my statement.
This Syrup is a fine tonic and a great medicine
for the stomach. I can especially recommend
it to soldiers returning from South Africa in
feeble health."

Wellington knew the bitter cost of war in
1815. Methuen in 1899 and 1900.
And the hero of this narrative, in 1900, too.
His was a personal cost. "Green vomit,"
Charles Reads writes, "laid her sickly hand on
him."
A broken man—Until the kindly offices of
Seigel's Curative Syrup put him on the step-
ping-stones of "first wealth," which is health.

**MITSUBISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.**
CODE WORD "DOCK" NAGASAKI.
A.I., A.B.C., Scott's and Engineering Codes
Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 325 feet.
Length on Blocks... 313
Width of Entrance on Top... 89
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide... 26½

DOCK No. 2 (at MUKAIJIMA).
Extreme Length... 371 feet.
Length on Blocks... 350
Width of Entrance on Top... 93
Width of Entrance on Bottom... 83
Water on Blocks at Spring Tide... 22

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING AND MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
The COMPANY has a POWERFUL SAL-
VAGE PLANT READY AT SHORT
NOTICE.

C. E. WARREN,
BUILDING CONTRACTOR.
No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED
AND FIXED. DRAINS, TRAPS,
WASTE PIPES, &c. CLEANSED AND
REPAIRED. Sanitary Board Notices receive
prompt attention. Agent for MOSAIC
TILES. Prices on Application.

CARBOLINEUM-AMENARIUS
USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot, and Dampness.
Sole Agents for China,
LUTGENS, EINSTAMANN & CO.,
Hongkong, 31st August, 1897.

JAPAN
COALSTHE MITSUI BUSSAN KAISHA
(OR MITSUI & CO.)

HEAD OFFICE—43, SARAHOTO-CHO, TOKYO.
LONDON OFFICE—34, LIME STREET, E.C.
HONGKONG OFFICE—6, LEE HOUSE STREET.

BRANCH OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai,
Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Kobe, Shimomaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino-
tsu, Sasato, Milke, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices: "MITSUI."

A.B.C. and A.I. Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Armies and Railway Bureau;
Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.
SOLE PROPRIETORS of the Famous Milke, Tagawa and Yamano Coal Mines; and
SOLE AGENTS for Fukuma, Hokoku, Ichi-mura, Kinada, Kishina, Mannoura, Onoura,
Otsuji, Tokuyama, Tsubakuro, Yoshinotani, Yoshio, Yunokibara, and other Coal Mines.
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FOR SALE.

FIRST CLASS MATERIAL. STRONGEST CONSTRUCTION.
SAFES
CAN COMPETE AGAINST THE BEST MAKES IN THE WORLD.
FOR PARTICULARS, APPLY TO—

RUTZ, S'JACOB & CO.
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TO ALL WHOM IT MAY CONCERN.

NOTICE IS HEREBY GIVEN that
it is the intention of the Promoters
of a Company to be hereafter incorporated
under the name of the HONGKONG TRAMWAY
ELECTRIC COMPANY, LIMITED, or some other
similar name, to apply to the Legislative
Council of Hongkong for a bill entitled An
Ordinance to Authorize the Construction of a
Tramway within the Colony of Hongkong.
Dated this 20th day of June, 1901.

DEACON & HASTINGS,
Solicitors for the Promoters.

NOTICE.

WE, the undersigned, beg to notify the
Public and Shipping Community that
we have just received a Large Stock of
ENGLISH LAGER PILSENER in Cases of
6 dozen Pints for \$14 and \$2.50 per dozen, for
which we have been appointed Sole Agents by
the BREMEN LAGER BEER COMPANY, LIMITED.
This Beer speaks for itself.

RITCHIE & CO.,
No. 38, Des Vaux Road.
Hongkong, 26th June, 1901.

FOR SALE, at the PEAK, several Desirable
Residences. Well Situated, and Let to
Good Tenants.
For Particulars, apply to
J. C. WILCOX,
No. 8, Beaconsfield Arcade.
Hongkong, 22nd May, 1901.

WO FAT & CO.

SHIP CHANDLERS, SAIL MAKERS,
GENERAL STOREKEEPERS,
No. 11, LEE YUE STREET, EAST.
Hongkong, 26th July, 1900.

FROM PORTSMOUTH TO PEKING VIA
LADYSMITH WITH A NAVAL
BRIGADE.
ILLUSTRATED WITH FOUR MAPS.

On Sale at
"DAILY PRESS" OFFICE, LOCAL BOOK-
SELLERS, SOLDIERS' CLUB, SOLDIERS'
AND SAILORS' HOME, ROYAL
NAVAL CANTINE.

Price \$1 per Copy Paper Covers; \$1.50 in
Boards.
Hongkong, 18th March, 1901.

THE NEED

MUNICIPAL FREEDOM
IN
HONGKONG.

"SCRUTATOR."

With Leading Articles and Correspondence
thereon Reprinted from the "HONGKONG
DAILY PRESS" and "CHINA MAIL."

Price 20 Cents per Copy or Six Copies for \$1.
On Sale at Local Newsagents, and H.
RUTENBERG'S Bookstore.
Hongkong, 30th May, 1901.

LAUNCH FOR SALE.

A VERY Strongly Built and Well Finished
LAUNCH. All tank. 58 ft. long, 10
ft. 6 in. beam, 5 ft. 6 in. deep. Surface Con-
densing Engines. Cylinders, 7½ and 15 in.
Stroke, 10 inches. Boiler, 5 ft. by 6 ft. 6 in.
Steam Pressure, 125 lbs. Speed 10½ miles per
hour.
Vessel will be completed and ready for use in
fourteen days. Very suitable as an Office
Launch.
Apply,
H. F. CARMICHAEL,
Queen's Buildings.
Hongkong, 22nd June, 1901.

NEW MUSICAL PUBLICATIONS,
MAESTRO A. CATTANEO.

GRAND MASS (with Organ Accep).
No. 1 ALBUM (3 Songs, English & Italian).
No. 2 ALBUM (3 Songs).
The "LILLY" Waltz and "ELIZA" Waltz.
NEW FEATURE—
Pocket Edition of Piano-forte Music: includ-
ing MARCH Dedicated to Hongkong Volunteers
and POLKA to Peak Residents.
To be had of all MUSIC DEALERS. [1078-2]

DAVID CORBET & SON'S
MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBEG & CO.

3190. Sole Agents.
Hongkong, 27th July, 1897.

NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"IXION"
are hereby notified that the Cargo is being dis-
charged into Craft, and/or landed at the Go-
downs of the Hongkong and Kowloon Wharf
and Godown Company, Ltd.; in both cases it
will be left in the Godowns, where they will be
examined at 11 a.m. on the 2nd July.
No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st June, 1901.

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship

"SUNDA"
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where such
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.
This vessel brings on Cargo—
From London, &c., ex s.s. *Oceana* and
Pervia.

From Persian Gulf, ex s.s. B. I. S. N. and
B. and P. S. N. Co.'s steamers.

Optional Goods will be landed here unless
instructions are given to the contrary before
5 p.m. TO-DAY.

Goods not cleared by the 28th instant, at
4 p.m., will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognised.

H. A. RITCHIE,
Superintendent.
Hongkong, 21st June, 1901.

NOTICE TO CONSIGNEES.
FROM MIDDLEBRO' LONDON AND
STRAITS.

THE Steamship
"PLINTSHIRE."

Captain Dryer, having arrived from the above
ports, Consignees of Cargo are hereby informed
that their goods are being landed at their risk
into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, at Kowloon, and stored at Consignees'
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 29th inst., will be
subject to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 28th inst., at 2.30 p.m.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN TOMES & CO.,
Agents.

Hongkong, 22nd June, 1901.

NORTHERN PACIFIC STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.
STEAMSHIP "QUEEN ADELAIDE,"
FROM TACOMA, VICTORIA YOKO-
HAMA, KOBE, MOJI AND
VLADIVOSTOCK.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for countersignat-
ure and to take immediate delivery of their
Goods from alongside.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

DODWELL & CO., LD.,
Agents.
Hongkong, 21st June, 1901.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship
"CATHERINE APCAR."

having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.
Cargo impeding the discharge will be landed
at once.

Cargo remaining on board after 2 p.m., on the
28th inst., will be landed at Consignees' risk
and expense into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited.

Consignees of Cargo from SINGAPORE
and PENANG are requested to take IM-
MEDIATE delivery of their Goods from
alongside; such Cargo impeding the discharge
of the vessel will be landed and stored at
Consignees' risk and expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & CO.,
Agents.
Hongkong, 26th June, 1901.

FROM HAMBURG, BREMEN, ROTTER-
DAM, PENANG AND SINGAPORE.

THE H.A.L. Steamship
"SILESIA."

Captain Bahle, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their Goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before 5 p.m.
TO-DAY.
Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company,
Limited, and stored at Consignees' risk and
expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 3rd July will be subject
to rent.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 3rd July, at 3 p.m.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 28th June, 1901.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	REMARKS	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	GLENCARRY	Brit. str.		J. S. Stevenson	McGREGOR BROS. & GOW	To-day.
LONDON	JAPAN	Brit. str.		C. C. Talbot, R.N.R.	P. & O. S. N. Co.	Tomorrow, at 11 a.m.
LONDON & ANTWERP	CHUSAN	Brit. str.		C. L. Daniel	P. & O. S. N. Co.	On 8th July, at Noon.
LONDON	GLENESE	Brit. str.		J. Rafferty	McGREGOR BROS. & GOW	On 11th July.
LONDON	PROMETHEUS	Brit. str.			BUTTERFIELD & SWIRE	On 11th July.
LONDON	ALCANTARA	Brit. str.			BUTTERFIELD & SWIRE	On 11th July.
LONDON	EMILIE	Brit. str.			BUTTERFIELD & SWIRE	On 11th July.
LIVERPOOL DIRECT	KLATSCHOU	Brit. str.		P. Luneschless	MELCHERS & CO.	On 11th July, at Noon.
BREMEN, via PORTS OF CALL	SYDNEY	Brit. str.		Hubert	NIPPON YUSEN KAISHA	On 1st July, at 1 p.m.
MARSEILLES, &c., via PORTS OF CALL	WAKASA MARU	Brit. str.		J. B. McMillan	HAMBURG-AMERIKA LINIE	On 12th July, at Daylight.
MARSEILLES, LONDON & ANTWERP, P. S. PORT, &c.	SAMBIA	Brit. str.		Schmidt	HAMBURG-AMERIKA LINIE	On 26th July.
HAVRE, BREMEN & HAMBURG	WUERZBURG	Brit. str.		Schneider	HAMBURG-AMERIKA LINIE	On 26th July.
HAVRE & HAMBURG	ACILIA	Brit. str.		v. Dohren	DODWELL & CO. LIMITED	On 8th Aug.
NEW YORK via SUEZ CANAL	LOWTHER CASTLE	Brit. str.		Williamson	JARDINE, MATHESON & CO.	On or about 2nd July.
NEW YORK via SUEZ CANAL	INDRANI	Brit. str.			SHEWAN, TOMES & CO.	On or about 1st Aug.
NEW YORK via SUEZ CANAL	ARABA	Brit. str.			CARLOWITZ & CO.	Quick despatch.
NEW YORK	L. SCHIFF	Brit. str.		G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. CO.	On 17th July.
VANCOUVER, via MOJI, &c.	TANTAR	Brit. str.		H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	To-day.
VANCOUVER, via SHANGHAI, &c.	DUKE OF FIFE	Brit. str.		J. S. Cox	DODWELL & CO. LIMITED	On 8th July, at 4 p.m.
VICTORIA, B.C., & Tacoma via SHANGHAI, &c.	IZUMI MARU	Brit. str.		M. J. Currow	NIPPON YUSEN KAISHA	Quick despatch.
VICTORIA (B.C.) & SEATTLE	KAISOW	Brit. str.		G. A. Rodway	JARDINE, MATHESON & CO.	On or about 6th July.
PORTLAND (OR)	IND. PUNA	Brit. str.			SHEWAN, TOMES & CO.	On 10th July.
SAN FRANCISCO via SHANGHAI, &c.	AMERICA MARU	Brit. str.		N. Tate	TOYO KISEN KAISHA	On 13th July, at Noon.
SAN FRANCISCO via AMOY, SHANGHAI, &c.	CITY OF PEKING	Brit. str.			PACIFIC MAIL S. S. CO.	To-day, at 4 p.m.
AUSTRALIAN PORTS	ROSETTA MARU	Brit. str.			NIPPON YUSEN KAISHA	On 6th July.
AUSTRALIAN PORTS	TAIWAN	Brit. str.			BUTTERFIELD & SWIRE	On or about 14th July.
YOKOHAMA & KOBE	SILESIA	Brit. str.		Bahle	HAMBURG-AMERIKA LINIE	To-morrow, at 10 a.m.
YOKOHAMA via SHANGHAI, MOJI & KOBE	MALACCA	Brit. str.		J. S. Thompson	BUTTERFIELD & SWIRE	On 2nd July.
KORE & YOKOHAMA	TAIWAN	Brit. str.		F. Davies	NIPPON YUSEN KAISHA	On 5th July, at Daylight.
KORE & YOKOHAMA	BINGO MARU	Brit. str.		T. Murai	NIPPON YUSEN KAISHA	On 19th July, at Daylight.
MOJI, KOBE & YOKOHAMA	HIROSHIMA MARU	Brit. str.			BUTTERFIELD & SWIRE	On 18th July, at Noon.
SHANGHAI	WHAMPOA	Brit. str.			SHEWAN, TOMES & CO.	To-day.
SHANGHAI	LOONGMOON	Brit. str.		Schmidt	SHEWAN, TOMES & CO.	On 1st July, at 3 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ANNAM	Brit. str.		S. Barham	MELCHERS & CO.	On or about 2nd July.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BENGOAL	Brit. str.		Glahu	MELCHERS & CO.	Quick despatch.
SHANGHAI, PORT ARTHUR & YSTOCK	SIAM	Brit. str.		K. Suzuki	MITSUI BUSSAN KAISHA	To-morrow.
ANPING, via SWATOW & AMOY	MAIDZURU MARU	Brit. str.		S. Atsumi	MITSUI BUSSAN KAISHA	On 3rd July, at Daylight.
FOOCHOW via SWATOW & AMOY	ANPING MARU	Brit. str.		K. Sobajima	MITSUI BUSSAN KAISHA	On 30th inst., at Daylight.
TAMU via SWATOW & AMOY	DAIGI MARU	Brit. str.		Robson	DOUGLAS, LARPAK & CO.	To-day, at 10 a.m.
SWATOW, AMOY & FOOCHOW	THALES	Brit. str.		Blethen	DOUGLAS, LARPAK & CO.	To-morrow.
HAIPHONG	CHINKIANG	Brit. str.			BUTTERFIELD & SWIRE	To-day.
ILOILO & CEBU	SUNGKIANG	Brit. str.		N. Tate	NIPPON YUSEN KAISHA	To-day, at 4 p.m.
MANILA	ROSETTA MARU	Brit. str.		J. Rattenbury	SHEWAN, TOMES & CO.	To-morrow, at Noon.
MANILA	DIAMANTE	Brit. str.		J. G. Oliffent	BUTTERFIELD & SWIRE	On or about 14th July.
MANILA	DIAMANTE	Brit. str.			DAVID SASSOON, SONS & CO.	On 3rd July, at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str.				

SHIPPING.

ARRIVALS.
 June 26, MALACCA, British str., 2,600, E. G. Andrews, London 18th May and Singapore 21st June, General.—P. & O. S. N. Co.
 June 27, ARIETTA, Austrian steamer, 2,208, Acopich, Moji 19th June, Coals.—MITSUI BUSSAN KAISHA.
 June 27, PELEUS, British steamer, 4,800, Asquith, Liverpool 15th May and Singapore 22nd June, General.—BUTTERFIELD & SWIRE.
 June 27, ANPING, British str., 1,156, Barlow, Canton 26th June, General.—CHINESE.
 June 27, MANA KOLS, German str., 2,766, G. Kraft, Moji 20th June, Coals.—M. B. KAISHA.
 June 27, NURNBERG, German str., 2,663, H. Mayor, Shanghai 22nd June, General.—HAMBURG-AMERIKA LINIE.
 June 27, AMERICA MARU, Jap. str., 6,397, P. H. Goang, San Francisco 25th May and Shanghai 24th June, Mails and General.—TOYO KISEN KAISHA.
 June 27, TAISHAN, Amer. str., 1,126, Patterson, Shanghai 22nd June, General.—CHINESE.
 June 27, HANSA, German str., 1,200, Lorenson, Java 15th June, Sugar.—SANDER, WILHELM & CO.
 June 27, JAPAN, British steamer, 2,796, C. C. Talbot, Japan 10th June, General.—P. & O. S. N. Co.
 June 27, PHRA (K. KAO), British str., 1,011, J. A. Morris, Bangkok 21st June, Elec.—BUTTERFIELD & SWIRE.
 June 27, CHINKIANG, British steamer, 1,260, Stringer, Canton 27th June, General.—BUTTERFIELD & SWIRE.
CLEARANCES.
 At the Harbour Master's Office.
 27th JUNE.
 Taisan, American str., for Canton.
 Toman, American str., for Haiphong.
 Chuanang, British str., for Bangkok.
 Hitachi Maru, Japanese str., for Singapore.
DEPARTURES.
 June 27, COPTIC, British str., for San Francisco.
 June 27, SACHSEN, German str., for Europe.
 June 27, CHINKIANG, British str., for Calcutta.
 June 27, MUTRA, British transport, for Taku.
 June 27, TIBKA, British transport, for Taku.
 June 27, CLAM, British str., for Singapore.
 June 27, CLARA, German str., for Hallow.
VESSELS IN DOCK.
 27th JUNE.
 ABERDEEN DOCK.—Marchal de Villars.
 KOWLOON DOCK.—Juno, Union, Iri, Hai Jan, St. Enoch, Suisse, Australian, Arctura.
 COSMOPOLITAN DOCK.—Colonies, München, Simongan.
SHIPPING REPORT.
 The American steamer Taisan, from Shanghai 23rd June, had moderate to fresh monsoon throughout and showery weather.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
 PAQUEBOTS-POSTE FRANÇAIS.

NOTICE.

STEAM FOR
 SAIGON, SINGAPORE, BATAVIA,
 COLOMBO, PONDICHERY, MADRAS,
 CALCUTTA, DJIBOUTI, EGYPT,
 MARSEILLES, MEDITERRANEAN
 AND BLACK SEA PORTS,
 LONDON, HAVRE, BORDEAUX,
 ALSO
 PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 1st July, 1901, at 1 p.m. the Company's Steamship "SYDNEY," Captain Albert, with Mails, Passengers, Special Cargo, will leave this port for MARSEILLES and ports of call, WITHOUT TRANSHIPMENT.
 Cargo and Special will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
 Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Special and Parcels until 3 p.m. on the 30th June. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.
 For further particulars, apply at the Company's Office.
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 18th June, 1901.

VESSELS ON THE BERTH

NIPPON YUSEN KAISHA.
FOR MANILA.
 THE Company's Steamship
 "ROSETTA MARU,"
 3,411 tons gross, Captain N. Tate, will be despatched for the above port TO-DAY, the 28th instant, at 4 p.m.
 This Mail Steamer is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Doctor and Stewards carried. Return Tickets issued by this Company are available for return by steamers of the other Lines.
 A. S. MIHARA,
 Manager.
 Hongkong, 22nd June, 1901. [1566]
"GLEN" LINE OF STEAMERS.
FOR LONDON.
 THE Company's Steamship
 "GLENCARRY,"
 Captain J. S. Stevenson, will be despatched as above TO-DAY, the 28th June.
 For Freight or Passage, apply to
 McGREGOR BROS. & GOW,
 Agents.
 Hongkong, 30th June, 1901. [1381]
FOR YOKOHAMA AND KOBE.
 THE H.A.L. Steamship
 "SILESIA,"
 Captain Bahle, will be despatched for the above ports TO-MORROW, the 29th inst., at DAYLIGHT.
 This Steamer has superior accommodation for First Class Passengers and carries a Doctor.
 For Freight or Passage, apply to
 HAMBURG-AMERIKA LINIE,
 Hongkong Office.
 Hongkong, 27th June, 1901. [1602]
THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA.
 THE Company's Steamship
 "DIAMANTE,"
 Captain J. Rattenbury, will be despatched as above TO-MORROW, the 29th inst., at Noon.
 The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.
 A Doctor is carried.
 For Freight or Passage, apply to
 SHEWAN, TOMES & CO.,
 General Managers.
 Hongkong, 27th June, 1901. [1600]
THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR ANPING (via SWATOW AND AMOY).
 THE Company's Steamship
 "MAIDZURU MARU,"
 Captain K. Suzuki, will be despatched for the above ports TO-MORROW, the 29th June.
 For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA,
 Agents.
 Hongkong, 26th June, 1901. [18]
THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR TAMSUI (via SWATOW AND AMOY).
 THE Company's Steamship
 "DAIGI MARU,"
 Captain K. Sobajima, will be despatched for the above ports on SUNDAY, the 30th inst.
 For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA,
 Agents.
 Hongkong, 24th June, 1901. [17]
NOT RESPONSIBLE FOR DEBTS.
 Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—
 C. APCAR, British str., J. G. Oliffent—David Sassoon, Sons & Co.
 COMPANIA DE FILIPINA, Amer. str., D. Mignol
 Orta—Brandao & Co.
 SEA WITCH, American ship, Howes—Master

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAMBIA	HAVRE, BREMEN & HAMBURG	On 12th July Freight.
Capt. Schmidt	(Calling at Singapore and Colombo)	
WUERZBURG	HAVRE & HAMBURG	On 26th July Freight.
Capt. Schneider	(Calling at Singapore and Penang)	
ACILIA	HAVRE & HAMBURG	On 8th Aug. Freight.
Capt. v. Dohren	(Calling at Singapore and Colombo)	

For further particulars, apply to
HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 QUEEN'S BUILDINGS, No. 1.
 Hongkong, 13th June, 1901. [1051]

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ROSETTA MARU	SYDNEY and MELBOURNE, via MANILA THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th June, at 4 p.m.
N. Tate		
KAWACHI MARU	KOBE and YOKOHAMA	FRIDAY, 5th July, at DAYLIGHT.
M. J. Thompson		
IZUMI MARU	VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE, and YOKOHAMA	MONDAY, 8th July, at 4 p.m.
M. J. Currow		
WAKASA MARU	ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 12th July, at DAYLIGHT.
J. B. McMillan		
HIROSHIMA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 16th July, at NOON.
T. Murai		
BINGO MARU	KOBE and YOKOHAMA	FRIDAY, 19th July, at DAYLIGHT.
F. Davies		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
 For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.
 A. S. MIHARA,
 Manager.
 Hongkong, 26th June, 1901. [13]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
YOKOHAMA via SHANGHAI, MOJI, AND KOBE	MALACCA	10 a.m. 29th June	Freight or Passage.
	E. G. Andrews		
LONDON	JAPAN	11 a.m. 29th June	Freight or Passage.
	C. C. Talbot, R.N.R.		
SHANGHAI	BENGAL	About 5th July	Freight or Passage.
	S. Barham		
LONDON, &c.	CHUSAN	Noon, 6th July	See Special Advertisement.
	C. L. Daniel		

For Further Particulars, apply to
 H. A. BIRCHIE,
 Superintendent.
 Hongkong, 15th June, 1901. [1]

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPEROR OF JAPAN".....Comdr. H. Pybus, R.N.R.WEDNESDAY, 17th July, 1901.
 "EMPEROR OF CHINA".....Comdr. R. Archibald, R.N.R.WEDNESDAY, 7th Aug., 1901.
 "EMPEROR OF INDIA".....Comdr. O. P. Marshall, R.N.R.WEDNESDAY, 28th Aug., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the CANADIAN PACIFIC RAILWAY, which leaves daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC, without change in 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
 The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
 THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, leaving Hongkong as follows:
 "TARTAR".....4,425 Tons, Comdr. G. D. Bowles, R.N.R.
 Taking Cargo and Passengers for all points in CANADA and UNITED STATES.
 In addition to their excellent Saloon Passenger accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.
 For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
 D. L. BROWN, General Agent,
 Fiedler's Street.
 Hongkong, 27th June, 1901. [10]

NORTHERN PACIFIC
STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA
 IN CONNECTION WITH
 NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
DUKE OF FIFE	3,821	J. S. Cox	June 28th
QUEEN ADELAIDE	3,832	F. McNair	July 8th
OLYMPIA	2,837	J. Trubridge	July 16th
GLENGOLE	3,750	W. Frakes	July 26th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 252.

Excellent accommodation. First-class Table. Doctor and Stewards carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 243.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma. Dining Car is attached to trans-continental trains day and night. TACOMA to NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 235.

The best route to the KLONDIKE GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DYRA and St. MICHAEL.

Rates of Passage to other Points on application.

A special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & CO. LIMITED,
 General Agents.

Hongkong, 8th June, 1901.

IMPERIAL GERMAN MAIL
LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES.

IN HONGKONG.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
KIAUTSCHOU (Hamburg-Amerika Linie)	THURSDAY, 11th July.
BAYERN	THURSDAY, 25th July.
STUTTGART	THURSDAY, 28th August.
KONIG ALBERT	THURSDAY, 22nd August.
PRINZESS ALICE	THURSDAY, 19th September.
PRINZ HEINRICH	THURSDAY, 16th September.
PREUSSEN	WEDNESDAY, 10th October.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 30th October.
SACHSEN	WEDNESDAY, 13th November.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY, 27th November.
BAYERN	WEDNESDAY, 11th December.
STUTTGART	WEDNESDAY, 25th December.
KONIG ALBERT	WEDNESDAY, 8th Jan., 1902.
PRINZESS ALICE	WEDNESDAY, 22nd Jan., 1902.
PRINZ HEINRICH	WEDNESDAY, 5th Feb., 1902.
PREUSSEN	WEDNESDAY, 19th Feb., 1902.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY, 5th Mar., 1902.
SACHSEN	WEDNESDAY, 19th Mar., 1902.

ON THURSDAY, the 11th day of July, 1901, at Noon, the Steamship "KIAUTSCHOU" of the HAMBURG-AMERIKA LINIE, Captain A. Luneschless, with MAILS, PASSENGERS, SPECIAL and CARGO, will leave this port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on THURSDAY, the 8th July. Cargo and Special will be received on Board until 5 p.m. on WEDNESDAY, the 10th July, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 10th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than 25.50.

and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewards.

Lings can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
 MELCHERS & CO., AGENTS.

Hongkong, 23th June, 1901.

